CONCLUSIONS REACHED BY THE AR-TISANS FROM DUNDEE.

Condition of the Industrial Classes in America as Compared With the Old Country-Wages and Expenses. The Dundee Weekly News of March

24th publishes a report signed by the nine Dundee artisans comprising the artisan expedition to America, equipped and sent to this country by the proprietors of that journal to study the condition of labor in this country as compared with the old country. The delegates sum up their reports as follows:

In summing up our reports we would mention as the result of the investigations which we made among the artisan and industrial classes in the various cities which we visited, that labor generally is remunerated at about double the rates paid in the old country. In some branches of the iron and steel trade the wages are only about one-half more than those ruling at home, but in the textile and in some branches of other industries the

in some branches of other industries the operatives receive about three times what they would do in Great Brittan.

Weekly wages are the exception, artismans in most cases being paid fortnightly, and in several instances only monthly. As a general rule sixty hours are wrought per week, and only in some trades and in mills and factories is there a Saturday half holiday. This half holiday, moreover, is observed in most instances only during the months of June, July, and August. In the large cities the members of the building trades work either fifty-four or ferty-eight hours per week, and on Saturday the same as on any other day. In winter these are usually idle for about four months. Several of the largest iron- and steel-works have adopted the three-shift system, each set of men being employed eight hours continuously. Holidays are few in number, and workingmen have little or no leisure or time for recreation of any kind, except on Sunday, when they may be seen in tens of thousands wandering about in the parks of any of the large cities.

HOMES AND RENT. HOMES AND RENT.

For married persons house accommodations costs from \$10 (£2) to \$20 (£4) per month, according to size and location, being from two to three times more than in Great Brittan; except in New York, where the tenement system prevails, artisans, to a large extent, and more particularly in Philadelphia, where many of astisans, to a large extent, and more particularly in Philadelphia, where many of them either are, or are becoming owners of their houses, live in self-contained cottages, chiefly of brick, and consisting of two stories and cellar. The rents mentioned inclide all taxes, except the poll tax of \$1 or \$2 per annum, payment of which is the prerequisite to voting in all elections. It may also be stated that the houses vary in size from four to seven rooms, with bath room in some cases. All the houses of the workingmen visited by the delegates were found to be more All the houses of the workingmen visited by the delegates were found to be more comfortably and neatly furnished than would be the case of the homes generally of their fellow-artisans at home. For unmarried workingmen, board and lodgings run from \$4.50 (188.) to \$6 (25s.) per week. In addition to this, they have to pay for the brushing of their boots—a considerable item in America, where a "shine" costs 10 cents—and the washing of their clothes.

THE STANDARD OF LIVING.

The standard of living is undoubtedly much higher in America than at home, and the men state that they would require to live letter, else they would be unable to work as they are expected to do. A builder mentioned to a delegate, for instance, that if a "gang boss" observed a man straighten up his back he would tell him that he had better see the time-keeper. Fruit in its season is invariably seen in considerable quantities on the tables of workingmen, and butcher meat, either in the shape of pie, roast, or stew, is partaken of by most of them three times every day, but the delegates frequently heard it declared that the best beef was exported to Great Britain. Butcher meat ranges from 8 cents (id) to 25 cents (is.) per pound. The working people in America keep themselves always well clothed Cotton goods and shoes are about as cheap as those at home, but the latter, it is stated, don't wear more than a few weeks. All woollen and worsted clothing costs, on account of the duties leviable, double the sum for which it could be procured in Great Britain. Medical attendance is very expensive in America, running from \$\text{S}\$ (if) per visit, Artisans, if THE STANDARD OF LIVING. Great Britain. Medical attendance is very expensive in America, running from \$1 (4s.) to \$5 (fi) per visit. Artisans, if they have steady work and are provident, can usually save about double what they would be able to do in Scotland or England, although it must be borne in mind that money in America has, comparatively speaking, a much lower purchasing value. Married people in particular find it very expensive, although education is free, to bring up a family, and this probably the reason why the nativeprobably the reason why the native-orn Americans have, as a rule, so very

SAVINGS OF WORKINGMEN. The savings of the artisan class are generally invested with building societies, or in the purchase of homes for themselves. Local transportation by electric, cable, or other cars is remarkably cheap in all the large cities, as one can travel several miles for a nickel (2 1-2d.); but the quality of water supplied in every place visited was such as would not be tolerated in the smallest village in Scotland or Eng-land. The conditions of labor in America land. The conditions of labor in America are certainly much more taxing on the system than those of the old country. The extremes of temperature are much greater, ranging in some districts from 15 to 20 degrees below zero in winter to about 100 Fahrenhelt in July and August. During these months many kinds of work have often to be stopped owing to the excessive heat, and in practically every industrial establishment a large supply of iced water is kept for drinking purposes, and charged for usually at the rate of 5 or 10 cents per week. The delegates of 5 or 10 cents per week. The delegates considered it very remarkable that dur-ing the whole of their tour they saw scarcely a single elderly man engaged in any kind of occupation, but they were informed that such were to be found in soldiers' homes. They met, however, many young and middle-aged men who had once been vigorous and active, but who had lost their health. It must also be noted that in almost every establishbe noted that in almost every establishment visited Scotchmen were found, and these, too, by the way, holding, as a rule, positions of considerable trust and responsibility, who invariably stated that, although in some cases they did not take to American ways at first, they would never again, if they could help it, work in the old country. We also desire to acknowledge the very friendly feeling with which we were everywhere met, and the extreme readiness shown by employers and workmen to supply us with all the information which we desired.

AN ELECTRICAL THREE-WHEELER. The Carli Carriage Supplies Its Own Motive Power.

John Jacob Astor, in his book just published, says the New York World, draws a delightful picture of life as it will be in the year 2000, when the necessity of exerting one's self will be done away with

the year 2000, when the necessity of exerting one's self will be done away with, and instead of undergoing the fatigue of walking, people will roil from place to place upon rubber-tired bicycles friven by electricity, "apergy," or some other force. Some people have regarded this as a flight of the imagination on the part of Mr. Astor, thinking that, as he has not to exert much energy himself, he lets his fancy gently picture the rest of humanity in the same delightful condition. But science, in the wonder-roil of discovery which she is constantly unfolding, reveals the fact that in this respect he is inerely a seer looking but a short distance into the future.

The electric tricycle is no creature of the imagination, but an accomplished triumph of mechanism. The Carli electrical carriage roils over the plains of Lombardy, and astonishes the simple Italian peasants, who, open-mouthed, line the roadway. It is called after Count Joseph Carli, who is a deputy to the Italian Parliament, and it was constructed at his mill-for the aristocracy in these days is in business—at Castelnuovo.

In the account of this new discovery made by a French savant, who watched the machine, he says it is "actuated" by accumulators of the Verdi type, and it is designed to run upon all kinds of roads. The battery consists of ten elements, each having a capacity of 100 amperes per hour. The model employed weighs eleven pounds, and contains five plates, and under conditions of normal discharge the battery furnishes a current of five amperes, equal to about a haif ampere per pound. The plates are arranged horizontally in a wooden cage, held in place by small bars of ebonite, and are separated from each other by a fabric of parrafined jute. The whole is enclosed in a small ebonite box hermetically sealed.

The entire vehicle when in running order weighs but 350 pounds. The motor actuates the hind wheels directly by gearing, and the battery is capable of running the apparatus for a four- or fivehours' trip. In this respect, by the way, the electrical tricycle does not differ so much from the electric-launch which Mr. Astor will use on the Hudson river this summer. This boat he is accustomed to the up to a dock, and, hitching her to the nearest electric-light wires, take on a load of electricity, which will drive her for many miles. The same in time will doubtless be done with the electrical tricycle, and one of its beautics is the fact that the "load" of electricity, no matter how big, does not weigh anything, so that it is no more difficult to lift the machine after all the electricity has been exhausted than when it has a load on.

From this it will be but a step to lighting the machine at night from the stored-up electricity, sounding the alarm-bell, &c. The Carli electrical carriage is provided with a lever to regulate the speed of the machine and the strength of the current. On the beautiful stretches of asphalt, which Mr. Astor sees in the future, replacing the present ungainly streets and sidewalks, people riding machines of this kind, could fit from place to place with incredible speed, although what they would do with all the energy and time thus saved has not yet been pointed out. Horses are rarely to be seen in the year 2000, so that it is probable the application of electricity to coal-carts and brewers' wagons will be a development of the Carli principle in the near future.

Not Quoted. (Detroit Free Press.)

The distinguished Detroiter had been in Chicago on a visit of several weeks, and when he returned a reporter who thought he might get a good item called to inter-

view him.
"How long were you in Chicago?" he asked, after a few preliminaries.

"Five weeks."
"Big town, isn't it?"
"Slightly large."
"You had a pretty fair opportunity of testing the climate, didn't you."
"Excellent."

"Excellent."
"Well, what do you think of it?"
"Yours is a family journal, isn't it?"
"Yes, sir," replied the reporter, wondering what the mischief that had to do
with it.
"Well, sir, what I think of it is utterly
unit for rubilization in such a medium.

unfit for publication in such a medium, and you must excuse me," and the rest of the interview didn't amount to much.

Octor: Man alive! what made him take forty grains of guinine when I said only ten. Some one made a mistake.
"It was you, doctor, when you told him he could take a swallow of whiskey after each dose." each dose.



A Narrow Escape

From Loss of a Limb Dreadful Case of White Swelling-

A Perfect Cure. One of the most serious forms of scrofula and one of the most difficult to cure is that of white swelling. Hood's Sarsaparilla has accomplished many wonderful cures of white swelling one of which is related below by Mr. B. E. Thomas, a manufacturer of harnesses, saddles etc., at Evansville, W. Va. Read his letter:

"C. I. Hood & Co., Lowell, Mass.: "In 1862 I was seized with a severe attack of white swelling. Five years later I had to have the flesh on my limb cut open and the bone the liesh on my inno cut open and the book scraped. After the flesh healed up I was not troubled again until January, 1892. I was taken down with the grip which settled in the previously affected limb, sores gathering where there had been sears, one in particular penetrating to the bone. The whole front of my leg from knee to ankle seemed to be

A Mass of Corruption. I could get but little case and comfort and less benefit from the medical treatment I received Some of my friends advised me to have the leg amoutated, but I hesitated, not wanting to lose a limb. Perchance I saw an advertisement in a paper embracing a testimonial for Hood's Sar-saparilla from one Mr. John McMurray, telling

Hood's Sarsaparilla had done for his son. I concluded to try Hood's Sarsaparilla soll bought

concluded to try Hood starsaparma so, bought six bottles of it about three months ago. I had not taken it two months when I could see it was doing me more good than anything I had taken. I have now used about three bottles. The sores have all healed up and My Limb Is Perfectly Sound.

It has also benefited my general health and I am now able to work at my trade. Hood's Sarsaparilla receives all the praise and I cannot recommend it enough for the good it has done me." B. E. Thomas, Evansville, W. Va.

Hood's Pills cure liver ills, constipation, puspess, jaundice, sick headache, indigestion

40 AND 50c. PER POUND

GREEN, BLACK OR MIXED

TEA

TO BE HAD IN THE CITY.

One trial will convince you of that fact.

GEORGE A. HUNDLEY

HEADQUARTERS FOR

Fancy and Staple Groceries

FINE LIQUORS. 'PHONE 380.

528 east Broad street.

Special attention to mail orders.

ap 22-Su, Tu&Th)



THE ONLY PERFECT RETAINER FOR RUPTURE

THE "OK" TRUSS COMPANY. OFFICE AND FACTORY, 703 FIFTH AVENUE. LYNCHBURG, VA. W. HARDWICKE, C. G. OFFTERDINGER

Sec'y and Treasurer.

SIZE OF HEAVEN. Plenty of Room There for All If the World Stands 1,000 Centuries. (New York Advertiser.)

is still enough left for 59,321,845,759,000,000 rooms.

"We will now suppose that the world always did and will contain 250,000,000 inhabitants, and that a generation lasts 33 1-3 years, making in ail 2,570,000,000 for each century; that the world will stand 1,000 centuries, making in ail 2,570,000,000,000,000 inhabitants. Then suppose there are 100 worlds equal to this in point of inhabitants and duration of worlds, making 257,000,000,000,000; then Heaven, according to the measurement above, is large enough to allot 100 rooms, each 16 feet square, to each human soul."

As the road is broad and well travelled that leads to destruction, the statistician might have added still further to his calculation. Possibly he is a Universalist.

Holes

in your lungs are the Homes of Consumption Germs. The diseased spots are wiped out with new tissue made by

the Cream of Cod-liver Oil, and hypophosphites. This acts immediately upon the Lungs and makes new tissue there. Physicians, the world over, endorse it.

Don't be deceived by Substitutes! Prepared by Scott & Bowne, N. Y. All Druggists.

An Imported Diagonal Clay Worsted

Coat & Vest



Cut to Order.

DONT BE A MAN. Plymouth Rock Company

30 north Ninth St. (Mh 6-Tu.Th&Sa78t)

CHICKENS AND EGGS. AND HOW TO GET THEM.



It adds greatly to the rowls lating, and I have never seen a case of Gapes in young chickens when it was used. Now I would as soon do without sait in my food as the undertake to raise fowis without Polk Miller's Chicken Food.

Willis W. Horson,
Powhatan county, Va. We buy it by the dozen boxes, and when my wife has a sick fowl of any kind "we make for these powders, and that is the last of it." It is an infallible remedy with us.

WM. A. WILLEOY,
King William county, Va.

Polk Miller's

" Victory " Poultry

Food.

I have used one box, and found it very beneficial to young fowls. Have not lost any with Gapes since I commenced its use.

MISS NELLIE DIGGS.

Mathews C. H., Va.

It is a sure preventive of Capes, and we consider it mispensable in our future efforts at "poultry rais-ing."
MRS. L. H. GRAYSILL, Arch Mill, Botetourt county, Va. It stopped cholera en-tirely among my fowls. Mrs. J. K. Hannan, Pamplin's, Va.

We have a thousand certificates like the We have a thousand certucates above.
Sold by Druggists and Country Stores. Price, 25 cents. Dealers can get it from all the wholesale houses in Richmond, and from JAMES BAILEY & 80N, our Baltimore agents.

1# Special mailing packages in tin), holding more, tor 35 cents in stamps. Address
THE POLK MILLER DRUG COMPANY,
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ap 13-F,Sa,Tu&Th&twTu&F

A Change in Business MAKES IT NECESSARY TO CONVERT OUR

LARGE AND WELL-ASSORTED STOCK OF

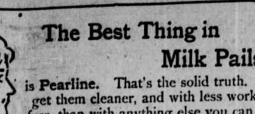
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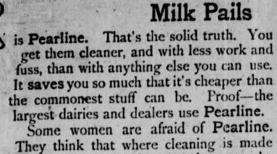
lowing bargains:
All \$2, \$2.50, \$3, and \$3,50 HATS reduced to
\$1 each.
UMBHELLAS AND CANES at 50c, on the 50c. NECKWEAR, 25c.: 75a NECKWEAR, Bc, \$2.50, \$2, and \$1.50 NEGLIGER SHIRTS, \$1. 75c. quality PEPPEREL JEAN DRAWERS,

38c. quality BALBRIGGAN BHIRTS AND DRAWERS, 35c. GENTLEMEN'S HEMSTITCHED HANDKER-CHIEFS, beautiful patterns, 9c. each. One lot of SOFT NEGLIGEE SHIRTS, many A grand quality LAUNDERED SHIRT, 50c., north 85c. A grand quanty LAUNDERED SHIRT OUR.
Worth 85c.
Big drive in SUSPENDERS—50c. quality 25c.
Here's a plum' 50c. quality CAMELS-HAIR
SHIRTS AND DRAWERS, 27c. each.
Hate's another: \$1 quality AL-WOOL
CAMEL'S-HAIR SHIRTS, only old-each.
One lot SILE \$5 QUALITY NEGLIGEE
SHIRTS, \$1.78 each.
NIGHT-ROBES—\$1.50 quality, \$1; \$1 quality,
75c. arch.

75c. each.
GENTLEMEN'S JEWELRY-Cuff - Buttons, Scarf-Pins. etc. -50c. on the 81. 61.50 quality COLORED-BOSOM AND CUFF SHIRTS, 98c.

A. K. & C. E. Schaap, 519 EAST BROAD.





They think that where cleaning is made so easy, there must be some harm to the thing washed. But Pearline can't hurt milk pails, anyway. And it can't hurt the finest lace or the

softest hands, any more than it hurts milk pails, Not so with the imitations—the fact that they are imitators tors or followers proves a lack of something.

RELIABLE Offers____ The . . . AGENTS WANTED Columbian Building and Loan Association

J. B. PACE, President. THOS. POTTS, Vice-Pres, and Treas. JO. LANE STERN, General Attorney. T. A. WELLER, Sec'y and Gon. Man. For Particulars Call on or Address . .

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Carriages, Buggies, Phætons, Surries, Victorias, Wagons.

Carriages, Buggies, Phætons, Surries, Victorias, Wagons.

VEHICLES OF ALL KINDS. PRICES TO SUIT ALL. At this cit, reliable, and well-known rriege house you can get anything you wish in the vehicle line from the cheapest to the very nest quality. We are now carrying the largest and most complete stock of carriages in the city. Ladies Phintons, Doctors' Buggles, Side-Bar and End-Spring Buggles, Canopy-Top Surries, until Carriages, Coupe Rockaways, Victorias for one and two herses, Grocery and Delivery agents. Lados Pamtons, Doctors Suggles, Side-Bar and End-Spring Suggles, Side-Bar and End-Spring Suggles, Coupe Rockaways, Victorias for one and two horses, Grocery and Delivery Warons.

LATEST NOVELTIES IN FANCY DRIVING TRAPS. In this beautiful weather everybody wants to ride, and there is no better time than the present to buy a carriage. So come along and examine our spring stock of vehicles and be convinced that we have the finest assortment in the city. WE ARE PREFARED TO BUILD ANY STYLE OF VEHICLE TO ONDER. Repairing and repainting done in the best manner and at reasonable prices.

We sell the celebrated COLUMBIA AXLE OIL, the finest oil for axles on the market. A number of good SECOND-HAND VEHICLES for sale cheap. Sent for catalogue. 3-ya-Su&Th.

R. H. BOSHERS SONS, Richmond, Va.

L. Z. MORRIS, VICE-PRESIDENT, R. A. PATTERSON, PRESIDENT. JAMES M. BALL, CASHIER,

THE SAVINGS BANK OF

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Sums of \$1 and upwards received and interest allowed. LOANS MADE ON REAL ESTATE. NEGOTIABLE PAPER DISCOUNTED.

Open daily from 9 A; M. to 3 P. M. Saturdays till 6 P. M. INSURANCE STATEMENTS.

[PUBLISHED BY ACTHORITY OF THE AUDITOR OF PUBLIC ACCOUNTS OF THE STATE OF VIRGINIA] THE INTERSTATE CASUALTY COMPANY. ANNUAL STATEMENT FOR THE FISCAL YEAR ENDING THE 31ST DAY OF DECEMBER, 1893, FROM MARCH 8TH TO DECEMBER 30, 1893, OF THE ACTUAL CONDITION OF THE INTERSTATE CASUALTY COMPANY, ORGANIZED UNDER THE LAWS OF THE STATE OF NEW YORK, MABE TO THE AUTOR OF PUBLIC ACCOUNTS FOR THE COMMONWEALTH OF VIRGINIA, PURSUANT TO THE LAWS OF VIRGINIA.

Name of the Company in full—The Interstate Casualty Company.

Location of Home or Principal Office of said Company—62 and 64 William Street, New York, Character of the Company, whether life, accident, c. smalty, co-operative association, brother-od, live-stock, or any other association insuring life—Accident.

President—George E. Hamlin.
Secretary—C. Strantiformaryllik.
Organized and Incorporated—March 7, 1893.
Commenced Business—March 8, 1893.
Name of the General Agent in Virginia—James Lyons.

Residence—Richmond, Va.

The amount of insurance effected on policies issued during the year... The amount of liabilities or risks on policies in force (net amount).... \$ 37,511 00 225,000 00 260,062 07 Total.

The amount of losses paid during the year.

The amount of expenses for all purposes (except losses).

The amount of dividends paid, none. \$198.962 88

Total.
The amount of assets, and how invested:
Stecks and bonds.
Cash in banks and office.
All other assets. 198,963 88 BUSINESS IN VIRCINIA DURING 1893.
From March 8th to December 30, 1893.

Number and amount of policies in force December 31st of previous year.... Number and amount of policies issued during the year..... 132,000 00 **8** 132,000 60 Deduct number and amount which have ceased to be in force during the year Total number and amount of policies in force December 31, 1893....... \$6 Amount of losses and claims on policies unpaid December 31st of previous Amount of losses and claims on policies paid during the year

Amount of assessments, premiums, dues, and fees collected or secured in Virginia during the year, in cash and notes or credits, without any deduction for losses, dividends, commissions, or other expenses, \$695.25. [Signed] GEORGE E. HAMLIN, President, [Signed] C. S. SOMERVILLE, Secretary, Seal Sworn to by the shove-named officers on February 19, 1894, tesfore S. M. La Mont, notary public, New York.

GEORGE C. JEFFERSON. FIRE, LIFE, AND ACCIDENT INSURANCE AGENCY, TIMES BUILDING, No. 6 NORTH TENTR STREET. ap 26-154t



The Remington Standard Typewriter Maintains Unquestioned Supremacy

It Does the Work Quickly, Easily, and Clearly, By Improved Mechanism of Unequalled Simplicity and Durability

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915 gast Majo street,
ap 3-Tu&Th26t Richmond, Va. THE SNOW-CHURCH COMPANY.

BUSINESS OPPORTUNITIES. FOR SALE, THE STOCK, FIX.
TURES, LICENSE, and UNEXPIRED
LEASE of the "SENATE" SALOON, No. 815
cast Broad street. Apply to T. R. A. BUEKE,
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a. 24-Tulhakung.

Room 4, Shafer Building.

JAMES W. GORDON,
ap 17-Tu, Thatfaire Manage

Electric-Hoop Cedar Bucket.



PATENTED MARCH 24, 1891. Ask your grocer for the NEW CEDAR BUCK.

ET, made right here at horis. It is better than
pine or fiber ware. The horis are made of rustprost wire and are welded by electricity. The
wire hoons are sunk in groove and guaranteed
not to fall off. They are twice as strong as the
old-style flat hoops.

For sale by all grocers.

WHITTLE, SYDNOR & CO.,
ap 24-Tu, Th&Sa.

DAVID A. AINSLIE CARRIAGES,

RICHMOND - - - - VIRGINIA

BOOK AND JOB WORK NEATLY BURNELED AT THE DISPATCH PRINT.

BAILBOAD LINES. NorfolkaWestern R.R.

Schedule commencing JANUARY 28, 1894.

Eastern standard time:

7:49 A. M. Leaves Eyrd-Street Station
daily (except Sunday). Stops
at Elba and local stations.
Arrives at Washington at 12:94
P. M., Haltimore, 1:17 P. M.;
Philad-lphia, 8:37 P. M.; New
York, 6:32 P. M. Burfet Parlor-Car to Washington.

12:99 noon. Leaves Byrd-Street Station
daily. Stops at Elba, Ashland.
Doswell, Milford, Frestricksburg, Brooke, and Widewater.
Arrives at Washington at 3:49
P. M.; Baltimore at 5:24 P. M.;
Philadelphia, 7:49 P. M.; New
York, 10:33 P. M. Also, connects at Washington with
the Congressional imitted (all
Pullman parior-cars and
Pennsylvania railroad diningcarl, leaving at 4 P. M. daily,
arriving at Baltimore, 4:54 P. M.;
and New York, 20:8 P. M.

7:15 P. M. Leaves Byrd-Street Station
daily. Sleeping-cars Richmond to New York and Washington to Philadelphia. Stops
at other stations on Sundays,
Arrives at Washington at 11:39
P. M.; Baltimore, 12:53 A. M.;
Philadelphia, 3:54 A. M.; New
York, 6:53 A. M.

8:05 A. M. Arrives at Byrd-Street Station
daily. Sleeper from New York,
Stops at Widewater, Brooke,
Predericksburg, Milford, Doswell, Ashland, and Elba, Stops
at other stations on Sundays,
Leaves Washington at 4:00 A.
M.

2:38 P. M. Arrives at Byrd-Street Station
daily. Sleeper from New York,
Stops at Widewater, Brooke,
Predericksburg, Milford, Doswell, Ashland, and Elba, Stops
at other stations on Sundays,
Leaves Washington at 4:00 A.
M.

2:38 P. M. Arrives at Byrd-Street Station
daily. Sleeper from New York,
Stops
A. M.; Stops
Sunday Stops

2:38 P. M. Arrives at Byrd-Street Station daily, except Sunday, Ston at Widewater, Brooke, Frede-ricksburg, Milford, Doswell, Ashland, and Elba, Leave Washington 10:57 A. M. Buf-fet Parlor-Car from Washing-ton. 7:15 P. M. Arrives at Byrd-Street Station daily. Stops at Fredericks daily. Stops at Fredericks-burg. Milford, and Doswell. Pullman-cars from New York and Washington. Leaves Washington at 3:46 P. M. Does not stop at Elba. 8:50 P.M. Arrives at Byrd-Street Station daily. Leaves Washington at 4:52 P. M. Stops at Elba and local stations. Pullman-Car from Washington.

from Washington.

FREDERICKSEURG ACCOMMODATION.

DAILY EXCEPT SUNDAY.

4:00 P. M. Leaves Byrd-Street Station.
Arrives at Fredericksburg at
6:38 P. M.

8:38 A. M. Arrives at Byrd-Street Station. Leaves Fredericksburg
at 5:50 A. M.

DAILY EXCEPT SUNDAY.
ASHLAND TRAINS.

6:48 A. M. Leaves Elba. Arrives at Ash-

ASHLAND TRAINS.
6:48 A. M. Leaves Elba. Arrives at Ashland at 7:39 A. M.
6:20 P. M. Leaves Elba. Arrives at Ashland at 7:70 P. M.
6:15 A. M. Arrives at Elba. Leaves Ashland at 4:695 A. M.
6:04 P. M. Arrives at Elba. Leaves Ashland at 5:18 P.
C. A. TAYLOR, Traffic Manager.
E. T. D. MYERS, Gen'l Sup't. ap 26

ATLANTIC COAST LINE RICHMOND AND PETERSBURG RAIL-ROAD TIME TABLE. Commencing TUESDAY, April 24, 1894, at 12-91 A. M., trains on this road will run as follows: TRAINS SOUTHWARD.

Leave, Arrive, O. Richmond, Petersburg, 19:00 A. M. 9:23 A.M. Norfolk special 18:25 A.M. 9:31 A.M. Through train, 2:50 P.M. 3:37 P.M. Accommodation 19:00 P.M. 9:36 P.M. Atlanta special 19:20 P.M. 6:15 P.M. Norfolk train, 7:35 P.M. 8:08 P.M. Fast express, 11:35 P.M. 12:40 A.M. Accommodation TRAINS NORTHWARD.

*Daily, STOPPING PLACES, STOPPING PLACES.

Nos. 14, 45, 46, and 25 make no stops, No. 403 stops on signal at Drewry's, Chester, Reams, Stony Creek, Jarrats, and Helfield. No. 124 stops on signal at Jarrats, and Belifield. Nos. 23, 24, 28, 43, and 78 stop on signal at Manchester, Drewry's, Centralia, and Chester. Nos. 32, 51, and 27 will stop on signal at all stations.

Pullman Palace Buffet Sleeping-Car on all through trains. On Trains Nos. 37 and 32 Sleeping-Cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA GA

NEW LINE TO ATLANTA, GA. Leaving Richmond at 929 P. M. daily and arriving at Weldon at 11.22 P. M., and at Atlanta at 439 P. M. via S. A. L. Through sleepers—Richmond to At-THE ONLY ALL-RAIL LINE TO NOR-

Richmond *9:00 A.M. Norfolk ... 11:25 A.M. Richmond *9:00 A.M. Norfolk ... 11:25 A.M. Richmond *5:20 P.M. Norfolk ... 8:45 P.M. Norfolk ... *1:30 A.M. Richmond 10:50 A.M. Norfolk ... *1:35 P.M. Richmond 10:50 A.M. Norfolk ... *1:35 P.M. Richmond at 9 A. M. and Norfolk at 4 P. M. are solid trains between these two points, and passengers go through without change of cars. Trains leaving Richmond at 9 A. M. and 11:55 P. M., and arriving at Richmond at 5:23 A. M., 7:30 P. M., make close connection at Petersburg to and from Farmville, Lynchburg, and west. R. M. SULLY, Superintendent. E. T. D. MYERS, General Sup't. T. M. EMERSON, Traffic Manager, ap 24

CHESAPEAKE
AND
OHIO RAILWAY EFFECTIVE JANUARY 14, 1894. TRAINS LEAVE RICHMOND. BROAD-STREET STATION. 8:40 A. M. Daily, with Pullman for Nor-folk, Portsmouth, Old Point, Newport News, and local sta-

3:00 P. M. Daily, with Parlor-Car for local stations, Newport News, Old Point, Norfolk, and Ports-Old Point, Norfolk, and Portsmouth.

7:45 A. M. Local train, except Sunday, for Clifton Forge. Connects at Gordonsville for Washington, at Virginia Midland Junction for Lynchburg, at Basic for Hagerstown, and at Staunton for Winchester.

2:00 P. M. The Cincinnati and St. Louis Limited, daily, with Parior-Car to Gordonsville and Pullman Sleepers Gordonsville to Cincinnati and St. Louis. Stops only at important stations.

5:30 P. M. Local train, except Sunday, Accommodation for Charlottesville.

10:00 P. M. Daily, for Cincinnati, with F. F. V. Pullman to Hinton, and Gordonsville to Cincinnati and Louisville. Dining-Car Washington to Cincinnati and Louisville. Dining-Car Washington to Cincinnati. Connects at Covington, Va., for Virginia Hot Springs.

TRAINS LEAVE EIGHTH-STREET STATION.

9:00 A. M. Daily, with Pales-Car for

9:00 A. M. Dally, with Palee-Car for Lynchburg, Lexington, Va., and Clifton Forge, Connects, except Sunday, for Arvonia.
4:30 P. M. Except Sunday, Local accommodation for Columbia, Va. modation for Columbia, Va.
ARRIVE AT RICHMOND,
BROAD-STREET STATION.
8:20 A. M. Dally from Cincinnati,
11:20 A. M. Dally, from Norfolk and Old
Point.
2:00 P. M. Dally, from Cincinnati and
Louisville.
6:50 P. M. Dally, from Norfolk and Old
Point.
7:45 P. M. Except Sunday, from Clifton
Forge. TRAINS ARRIVE EIGHTH-STREET
STATION.

8:65 A. M. Except Sunday, from Colum-

RAILROAD LINES.

SCHEDULE IN EFFECT NOV. 19, 1894.
EAVE RICHMOND, BYRD-STREET

9:00 A. M. Daily—Richmond and Norfork
VESTIBULE 1. LAIFTED—Arrive Norfolk 11-25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk.

9:00 A. M. Daily—Richmond and Norfork
VESTIBULE 1. LAIFTED—Arrive Norfolk 11-25 A. M. Stops
only at Petersburg, Waverly,
and Suffolk.
Second-class
tickets not accepted for passuge of the CHICAGO EXPRESS." for Lynchburg, Roanoke, Bluenfeld, Pocahonntas,
Kenova, Columbus, and Chicago, Puliman Buffet Sleeper
Rounoke to Columbus without
charge. 1800, for Radford,
Bristol, Rioxyfile, Chattanoograding intermediate poliman
Sleeper Rounoke to Memphis
and Intermediate stations, Arrive Norfolk 8-30 P. M.

11:50 P. M. Daily, for Norfolk, Suffolk,
with Washington and Chattanooga Limited, Pullman
Sleepers Roanoke to Memphis
and New Orleans, Dining-cat
attached, Also, for Bueffeld,
and Pocahontas; also, for
Rocky Mount and hil stations
Winston-Saiem Division,
PULLMAN PALACE SLEEPER between RICHMOND and LYNCHBURG
ready for occupancy at 9 P. M.; also,
Pullman Sleeper Petersburg to Roanoke.
Trains arrive Richmond from Lynchburg and the West daily 8230 A. M. and
7:09 P. M. From Norfolk and the East,
19:50 A. M. and Vestibuied Limited 7:09
P. M. R. W. COURTNEY,
District Passenger Agent,
General Plassenger Agent,
General Plassenger Agent,
General Plassenger Station
daily (except Sunday),
Schedule commencing JANUARY 28, 1894.
Eastern standard time:
7:00 A. M. Eaves Eyrd-Street Station
daily (except Sunday),
Stops
A. L. MYCHBURG
Vest Richmond Richmond
Tool Richmond
No extra charge on "vestibuled Limited 7:09
P. M. Eastern standard time:
7:00 A. M. Eaves Eyrd-Street Station
daily (except Sunday),
Stops
daily (

H. M. BOYKIN, Care

SAMUEL SPENCER, E. W. KOPER, AND REUBEN IT RECEIVERS.

RICHMOND & DANVILLE and MORTH (18)-LINA BIVISIONS. CONDENSED SCHEDULI IN EFFECT APRIL 1, 1

TRAINS LEAVE RICHMOND, VA.

12:50 A. M., SOUTHERN EXPENSES OF DERVIES. Winston-Salem.

6:00 P. M. LOCAL,

YORK-RIVER LINE, VIA WEST THE FAVORITE ROUTE LEAVE RICHMOND.

TRAINS ARRIVE AT RICHMOND:

TRAIN No. 16, 4:45 P. M.
BALTIMORE LIMITED, darry
unday, for West Point, connectors, river attention for Halton
hich point connections are no LOCAL MIXED, daily

City ticket-office—bot cast Sol. HAAS. Trathe Manager, General W. H. GREDEN General J. S. B. THOMPSON SO JOHN M. BEALL, Tra-ser Agent, 929 east Main mond, Va. DEPARTURE OF STEAMERS TIRGINIA NAVIGATION COMPANY'S JAMES-RIV VE to Norfolk, Portsmouth vport News, Claremont, r landings, and connect

river landings, and connects
Point and Norfolk for Washin
mare, and the North.
STEAMER POCAHONTAS
RICHMOND EVERY MO
WEDNESDAY, AND I
DAY AT 7:00 A. M.
Electric-cars direct to wharf
\$1.50 and \$1.00 to Norfolk, I
Old Point, and Newport No
by a Grand Orchestrion.
Freight received daily for a
places and all points is Easte by a Grand Orchestrion.

Freight received daily for above places and all points in Eastern 5 and North Carolina.

EDWARD E. BARN

> IRVIN WEISIGE General Offices: Planters' Bank OLD DOMINION

SEMI-WEEKLY LINE FOR NEW YORK.

Steamers beave Richmond EVERY TUREDAY and FRIEND at 5 o'clock P. M. Manifest close hour before sailing time.

Steamers leave New York from 25, North River, for Richmond WEDNESDAY and SATURDAY M., arriving in Richmond MONDAY FRIDAY MORNINGS. Passenger accommodations uns Cabin fare to New York (inclu-meals and berth) via James-1 meals and berth) via James-five route
Round-trip tickets, limited to third days after date of issue
Steerage fare, with subsistence Steerage fare, without subsistence Cabin fare via Chesapeake and Oherallway and Richmond and Petersburg railroad (tickets limited to four days)
Round-trip tickets (limited to third days)

Round-trip tickets (limited to thirp days)

Tickets can be obtained at Richm Transfer Company's, 201 east Main sir Chesapeake and Ohio and Richmond Petersburg depots, and at the companies, 1201 Main street, and wharf, Eetts.

Freight forwarded and through biniading issued for points beyond York.

Freight received daily until 5 P. M. Passengers leaving Richmond on M. DAYS. TUESDAYS. WEDNESDAYS THURSDAYS, and SATURDAYS by Chesapeake and Ohio arriway (via port News at 3 P. M., and by the imond and Petersburg Railway Companies and Carlot and Petersburg Railway Companies and Saturation at Norfolk with steamer leavings are days) at 9 A. M., will make nection at Norfolk with steamer leavings and GEO. W. ALLEN & CO. Agents.

hose days.

GEO. W. ALLEN & CO., Agents,
No. 1301 Main street,
ap 24 and company's wharf, Rockett

PHILADELPHIA, RICE-STEAMSHIP COMPANY.

Appointed sailing days: Every TUESDAY and FRIDAY at 1 P. M., and every SUNDAY at 5 A. M.
Freight for Tuesday's and Friday's steamers received till sailing hour. Sunday's steamer till 5 P. M. Saturday Freight received daily until 5 P. M.
Fare, 86.0.
For further information apply to J. W. McCarrick.
General Southern Agent; office Rockella, W. P. CLYDE & CO., ap 24 General Agents, Philadelphia. 6:00 P. M. Daily, from Lynchburg and Clifton Forge. Division Passenger Agent.